THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) and (c) The engineers of Indian Airlines want an increase in their emoluments, consequent to the higher emoluments being paid by the private operators. The management of Indian Airlines and the All India Aircraft Engineers' Association are in the process of negotiating a productivity linked settlement. In addition, the issue of wage settlement since 1-9-90, in respect of all employees (including engineers) of Indian Airlines is pending before the National Industrial Tribunal, which imer alia, includes the question of parity of emoliu msnts between Indian Airlines and Air India employees and the inter-se relativity of emoluments among the different categories of Indian Airlines employees.

Pay Scales in ITDC

2557. SHRI GAYA SINGH : Will the Minister of CIVIL AVIATION AND TOU RISM be pleased to state :

(a) whether it is fact that the Management of ITDC is giving higher pay scale to its General Managers, Vice Presidents and Sr. Vice-Presidents than ordered by the Supreme Court vide its Order dated 3rd May, 1990; and

(b) if so, what steps Government are taking to ensure proper execution of the Supreme Court Order from the date of Judgement in ITDC?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) ITDC has adopted revised scales of pay for the posts of Vice-Presidents and General Managers in accordance with the provisions of Department of Public Enterprises, Govt, of India notification on the subject by correcting the anomalies in allotment of pay scales with the approval of the Govt. There is no change in the pay scales for the ' post of Sr. Vice-President.

(b) There has been no violation of Supreme Court orders/Government directives.

Mismanagement inTTDC

2558. SHRI JALALUDIN ANSARI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the reaction and comments of the ITDC Management on the Press reports regarding alleged LTC Scandal as appeared recently in the news papers, weekly, magazines etc. giving adverse publicity to ITDC and the factual position thereof;

(b) what procedure is being followed by ITDC Management for running the LTC Tours and the methods employed for checking the genuineness of such tours;

(c) whether the LTC Tours are conducted by ITDC Management in their own buses or hired by them from private agencies/persons;

(d) the quantum of business so generated by ITDC through tlvsir own buses *vis-a-vis* that of hired by them from outside for the last four years unit/station-wise; and

(e) the reasons and justification for not utilizing the allocated budget for increasing ITDC's own fleet of buses for conducting LTC Tours in the country and also increasing the strength of cars to serve the tourists at din".:rent stations/units ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) It is unfortunate that an adverse publicity of ITDC has appeared in a section of the press due to functioning of an empanelled private tour operator who was caught by CBI for offering bribe and CBI registered a case against him on 2-9-94. ITDC has stopped giving further business to the said tour operator and he is no longer on the panel of ITDC.

(b) Prior to the departure of coach conducting LTC tour, passengers are physically verified by an official of Vigilance and security department as per way bill/duty slips. On conclu. sion of the journey, relevant documents including tax slips, certificates obtained from I PDC enroute establishments are verified i efor^ issuance of tour certificate.

(c) LTC tours being arranged by ITDC are conducted mostly on 50 seater non-AC coaches hired from empanell private transporters.

(d) Requisite information is given in Statement *(See* below).

f ᵛ(e) There was no specific plan allocation for increasing ITDC fleet of buses for conducting LTC tours. However, plan allocation made during 1993-94 for importing tourist cars/ coaches could not be utilised pending Government decision on import of cars and coaches at reduced custom duty of 50% or. the CIF value.

Statement

Unitwise Volume of Business done be Conducting the tours through own vehicles and hired Vehicles

Name of the Unit	Year	L.T.C. Business Through	
		Hired Vehicles	Own Vehicles
		(Rs. in lacks)	
Delhi	1990-91	0.67	—
	1991-92	2.26	—
	1992-93	20.22	—
	1993-94	142.90	—
		166.05	
Madras	1990-91	3.44	—
	1991-92	0.72	—
	1992-93	0.86	—
	1993-94	1.40	—
		6.42	
Bangalore	1990-91	3.30	—
	1991-92	0.83	—
	1992-93	0.76	—
	1993-94	6.34	—
		11.23	
Bombay	1990-91	—	0.38
	1991-92	—	0.62
	1992-93	—	0.33
	1993-94	1.56	—
		1.56	1.33
Aurangabad	1990-91	4.43	1.10
	1991-92	2.06	0.45
	1992-93	4.11	—
	1993-94	15.59	—
		26.19	1.55
Jaipur	1990-91	9.62	—
	1991-92	0.42	—
	1992-93	1.69	—
	1993-94	4.73	—
		16.46	—